

Airport Hazards— Section 58.5(i)(1)



Outline

- Background
 - HUD Requirements
 - Applicability
- Civilian Airport Hazards
- Military Airfield Hazards

BACKGROUND



HUD Requirements

- Section 58.5(i)(1)—requires compliance with HUD's Environmental Criteria and Standards of 24 CFR Part 51
- Subpart D—Siting of HUD Assisted Projects in Runway Clear Zones, Clear Zones and Accident Prevention Zones
- Purpose: To prevent incompatible development around civil airports and military airfields

HUD Policy [Section 51.303]

- It is HUD's policy not to provide any assistance, subsidy, or insurance for projects located in:
 - Civilian Airport Runway Clear Zones
 - Military Airfield Clear Zones
 - Military Airfield Accident Potential Zones

Types of Activities Covered under Part 51- Subpart D

- For HUD assisted projects including:
 - Construction
 - Land development
 - Community development
 - Redevelopment
 - Facilities or services to make land available for construction
 - Substantial rehabilitation

Activities Partially Covered or to Which Part 51-Subpart D Does Not Apply

- Only 51.202(b) Buyer Notification Requirements apply to activities involving:
 - Purchase, sale or rental of an existing property which does not prolong the physical or economic life of the property
 - Requirements covered under 58.6 Session
- Subpart D does not apply to:
 - Research or demonstration projects that do not involve construction or rehab
 - Interstate land sales registration
 - Actions or emergency assistance provided to save lives, protect property, protect public health and safety
 - Debris and wreckage removal

CIVILIAN AIRPORT HAZARDS

Part 51--Sub-part D Defines Civilian Airports As:

- Existing commercial service airports
- Designated in the Federal Airport Administrations National Plan of Integrated Airport Systems (NPIAS)
http://www.faa.gov/airports/planning_capacity/npias/reports/

Large Percentage of the Population Lives with 20 Miles of NPIAS Airports

Table 7: Population within 20 Miles of a NPIAS Airport

Airport Categories	Percentage of U.S. Population
Commercial Service Airports	65%
Commercial Service and Relievers	77%
All NPIAS Airports	98%

Source: National Plan of Integrated Airport Services , Report to Congress 2011-2015

Evaluating Civilian Airport Hazards

[58.5(i)(1)]

- Must Determine Whether the Project is within a Runway Clear Zone (RCZ):
 - Area immediately beyond the end of a runway
 - Now termed Runway Protection Zones (RPZ)
- Determine whether the project is within 2,500 feet of the end of a runway. If it is not:
 - Compliance is complete
 - Include map documenting proximity of airport to project site in the ERR

If the Project is Located within 2,500 Feet of the End of a Civilian Airport Runway

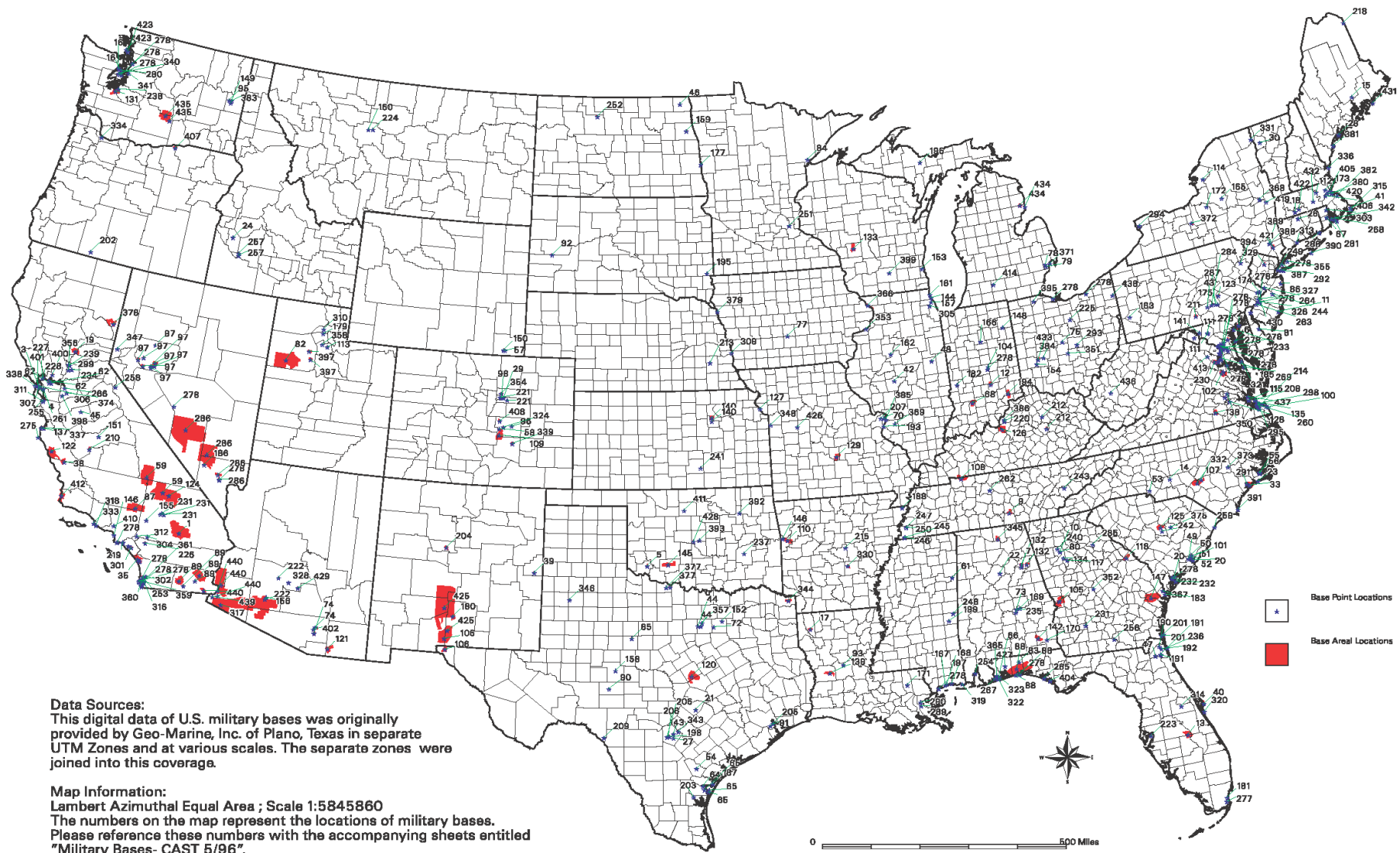
- Obtain written finding from Airport Operator as to:
 - Whether the project is in an RCZ/RPZ
 - Whether there are airport expansion plans over the next 10 years that would affect the RCZ/RPZ
- If the finding confirms the project is not or will not within 10 years be located within a RCZ/RPZ, compliance is complete
 - Include written finding in ERR

If the Project is Located in a RCZ/RPZ or if it May Be in 10 Years

- If the project is in a RCZ/RPZ, but not frequently occupied or used by people
 - Obtain written documentation from the Airport Operator that there are no plans to purchase the property as part of a RCZ/RCA land acquisition program
- If the project is in a RCZ/RPZ and will frequently be used or occupied by people, ***HUD assistance cannot be used.***

MILITARY AIRFIELD HAZARDS

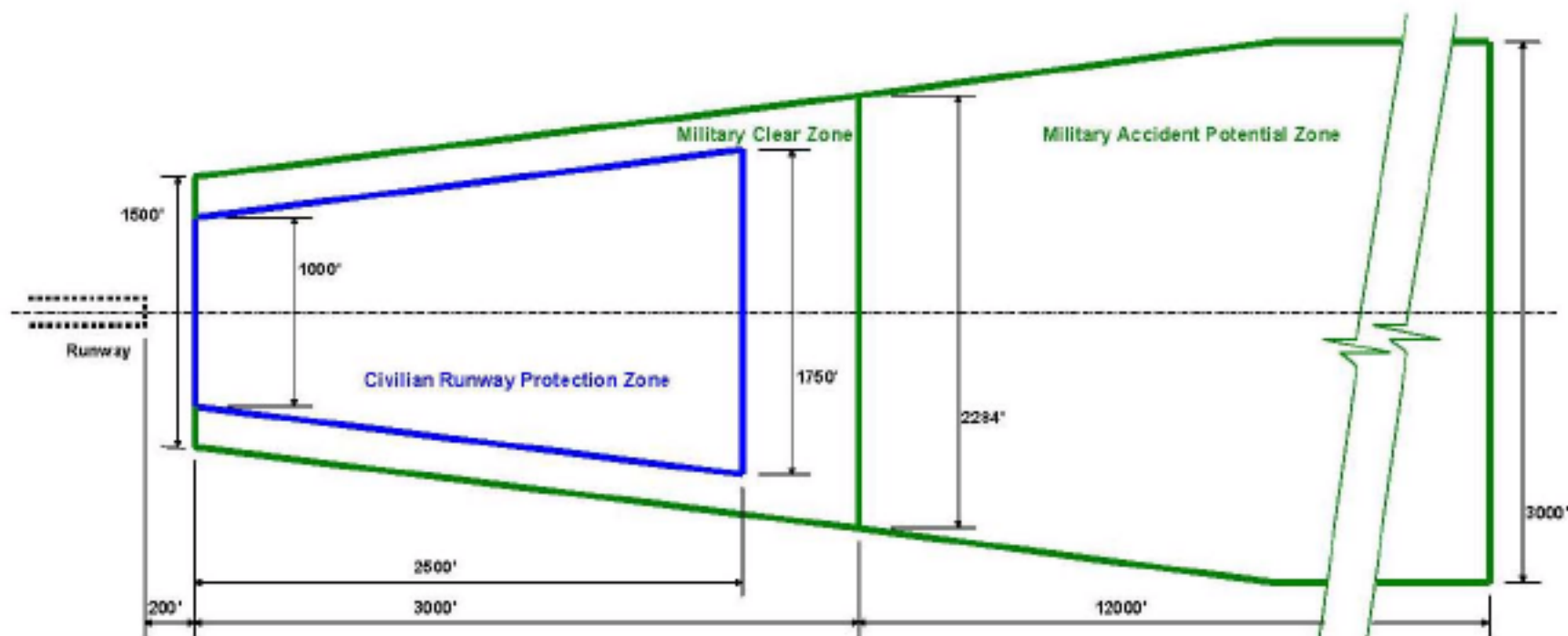
Military Bases in the Continental United States



Military Airfields

- **Must Determine whether Project is located in a Clear Zone or Accident Potential Zone**
- **Clear Zones (CZ)**—high potential for accidents, and have traditionally been acquired by the Government to protect people on the ground.
- **Accident Potential Zone I (APZ I)**--is the area beyond the clear zone which possesses a significant potential for accidents.
- **Accident Potential Zone II (APZ II)**--area beyond APZ I having a measurable potential for accidents.

Figure RPZ1—Significant Dimensions and Comparison of Civilian to Military Zones



Airport Type	Runway Protection Zone/Clear Zone Length	Runway Protection Zone/Clear Zone Inner Width	Runway Protection Zone/Clear Zone Outer Width	Accident Potential Zone Length	Accident Potential Zone Inner Width	Accident Potential Zone Outer Width
Civilian	2,500'	1,000'	1,750'	NA	NA	NA
Military	3,000'	1,500'	2,284'	12,000'	2,284'	3,000'

Evaluating Military Airfield Hazards

- Determine whether your project is within 15,000 feet of a military airfield
 - <http://www.globalsecurity.org/military/facility/conus.htm>
- If it is not, compliance is complete
 - Include a map showing the project's proximity to the military airfield in the ERR

If the Project is Within 15,000 feet of a Military Airfield

- Obtain a written finding from the Airport Operator as to:
 - Whether the project is located in a CZ or APZ
 - Whether there are expansion plans that may change the CZ/APZ
- Compliance is complete if the Airport Operator confirms:
 - Project is neither in a CZ or APZ
 - Ten year expansion plans will not expand CZ or APZ into project area
 - Include written finding in ERR

If the Project is Located in a CZ

- If the project is in a CZ, but not frequently used or occupied by people
 - Obtain written documentation from the Airport Operator that there are no plans to purchase the property as part of a CZ/APZ land acquisition program
- If the project is in a CZ and will frequently be used or occupied by people, ***HUD assistance cannot be used***

If the Project is Located in an APZ

- It is HUD's policy to discourage HUD assistance in APZs
- To be approved, the project must be consistent with Land Use Compatibility Guidelines for Accident Potential Zones chart of Department of Defense Instruction 4165.57, 32 CFR Part 256.
<http://www.dtic.mil/whs/directives/corresponds/pdf/416557p.pdf>

Example Back Up Documentation



Note: No airports are within 2,500 feet of project sites.



Thank You!